

This Week in Terminal

March 17, 2006

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If you haven't checked out ATO Online for awhile, there is a new link on the home page: "ATO Service Area Restructuring." This link takes you to the latest news on restructuring and includes briefings to NATCA and PASS. It also has the complete study explaining how the Seattle, Ft. Worth and Atlanta were chosen. Here is a direct link to this information:

<http://www.ato.faa.gov/DesktopDefault.aspx?tabindex=2&tabid=32>

[Leading Change in the ATO](#)

Leading Change training sessions are now being scheduled in various locations around the country for managers and supervisors within a 2-hour commute of the training location. These four-hour sessions are highlighted with large group discussions on subjects to include the latest ATO changes, the 2006 Business Outlook, the Flight Plan, and the Strategic Mapping Process. Discussions include cultural and leadership implications for managers and supervisors. Area Directors and SUPCOM will be conducting the workshops. If you have any questions contact your local training coordinator.

[WTSA News](#)

[New Taxiway Lights at Prescott](#)

(Source: Paul Winski, Prescott Tower Manager)

Prescott Airport has completed a construction project in which L.E.D. (Light Emitting Diode) taxiway lights were installed along 3/4 of the

longest taxiway, Taxiway Delta, which parallels the longest runway (RY3R/21L). FAA personnel from the program office at FAA HQ were present on March 7, examining the work and turning on the new LED taxiway lights and LED runway guard lights. For now, the lights on this new circuit will be controlled by airport management until the new touch-screen airport lighting control system is installed in the tower later this month or in early April.

The project was funded mostly by FAA as a test of the effectiveness of L.E.D. taxiway lights. Embry-Riddle Aeronautical University will be providing feedback from the pilot's point of view and Prescott Tower controllers will provide feedback from the controller's point of view on the effectiveness of this lighting.

[Ontario To Commemorate Runway 08L/26R Reopening](#)

(Source: Los Angeles World Airports (MARKET WIRE) --3/13/2006)

Officials from Los Angeles World Airports (LAWA) will hold a dedication ceremony on March 20 at Ontario International Airport (ONT) to commemorate the reopening of Runway 08L/26R, one of its two main runways. The \$50 million project entailed reconstruction of the runway's westerly 10,200 feet and included the removal and replacement of existing asphalt pavement, signage, runway lights, storm drains, service roads, electrical vault, markings, and taxiway intersections. Runway 08L/26R closed for reconstruction in May 2005 with minimal impact on the airport's 268 daily flight operations.

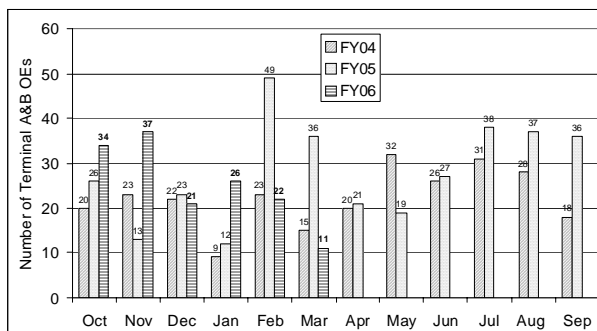
ONT is located in Southern California's "Inland Empire" region that includes San Bernardino and Riverside Counties. The medium-hub airport, which handles 7.2 million passengers and 575,000 tons of cargo annually, is one of four owned and operated by LAWA, a Los Angeles City department that oversees an airport system in the nation's second largest metropolitan area. The other airports owned and operated by LAWA are Los Angeles International, Palmdale Regional and Van Nuys.

[Operational Errors \(OEs\)](#)

Safety of the operation is always our highest priority. Operational errors/operational deviations are one measure by which the safety of the operation is evaluated.

	Category A & B	All Categories	Ceiling FY06
Terminal OEs Reported 03/11-03/16	4	7	
Terminal OEs for February	22	56	
Terminal OEs for March	11	17	
Terminal OEs FY06 to Date	151	326	
Total Terminal Cat A/B OEs	151		338
Total System Cat A/B OEs	266		680

(As of 03/16/06)



(As of 03/16/06)

For this reporting period (03/11/06 – 03/16/06), there were 7 overall operational errors reported. There were 4 category B errors relating to the following factors:

1. One category B error at N90 due to failure to follow an LOA regarding an altitude restriction over a departure fix
2. One category B error at N90 due to lack of positive control and issuing a control instruction to an incorrect call sign

3. One category B error at GGG due to failure to follow an LOA regarding departure headings

4. One category B error at PHL due to issuing a different altitude than intended

ATO-T Quality Assurance
Operational Error Summary and Category A/B Metrics
3/1/2006 - 3/16/2006

TERMINAL OPERATIONAL ERRORS:

Service Unit	Total OEs	Category				
		A	B	C	D	UNCL
Central	12	1	5	2	1	3
Eastern	5	0	5	0	0	0
Western	0	0	0	0	0	0
Total	17	1	10	2	1	3

Time on Position

1-9 min	10-19 min	20-29 min	30-39 min	40-49 min	50-59 min	60 or more
5	3	1	0	0	5	3

Number of Aircraft in Sector

1 - 3	4 - 5	6 - 7	8 - 9	10 - 11	12 - 13	> 13
4	4	7	1	1	0	0

OEs with positions combined 3

OEs with OJT in progress 1

With previous errors 7

Note: For the month of March, WTSA has been error free. Nice job!

Focus: Model Workplace

(Source: Viscount Thurston)

In case you hadn't heard: Model Work Environment is "Out," and Model Workplace is "In." This is formalized in a FAA memorandum dated February 28, 2006 from Fanny Rivera, Assistant Administrator for Civil Rights and FAA Diversity Advocate. The memo rescinds any and all documents that refer to Model Work Environment (MWE) as a specific program.

The term MWE tends to linger in FAA-speak – kind of like people saying "coke" in a generic way even when they are not drinking "Coke" the brand. It's important that we stop using the term, because to invoke MWE is to validate everything pertaining to MWE as a program. As spelled out in the memo, this includes 6 specific documents on MWE policy, direction, and plans and "all subsequent booklets, pamphlets, briefing slides or other materials referring to MWE as a specific

program or policy” that *the FAA is no longer supporting or promoting*. MWE served its purpose “as a vehicle to transition FAA to a Model EEO Program” – *served*, meaning past tense, history.

This is not to say, let me hasten to add, that we junked that vehicle and now have no wheels. The Office of Civil Rights (ACR) has updated materials and training for managers in support of the Model EEO Program. ACR is offering its services to brief any FAA organization that needs guidance on the program.

Kathy Randall, ATO-A, Model Workplace and Diversity Advocate and her team are also available to help managers stay current on the Model EEO Program within the FAA. So don't hesitate to give her a call. The more enlightened we are on Model Workplace, the better chance we have to work in a – model workplace.

Sincerely,

Bruce Johnson, VP
ATO-Terminal Services